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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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SUBJECT	Revised Rates of Pay and Workers' Dissatisfaction at Gdynia Repair Shipyard	DATE DISTR.	2 November 1953
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1. Revised rates of pay were put into force at the Gdynia Repair Shipyard on 1 August 1953, in accordance with altered rates practically throughout the country. Both clerical and manual workers were affected.

Clerical workers.

2. Although it is stated in the Shipyard Workers' Charter (Karta Stoczniewca) that workers should be warned of impending changes in rates of pay, the alterations took place without previous notification. As an example, the case of a clerk in the shipyard is cited. Prior to the changed rate he received 970 zloty per month, now he receives 850 zloty. Many clerks therefore applied for transfer to manual jobs; all such applications were rejected.¹

Manual workers.

3. In accordance with the decree and the Shipyard Workers' Charter, all manual workers in the shipyard were given notice on 31 July 1953. At the same time they were ordered to sign a new agreement, to be effective from 1 September 1953, and according to which they are to receive higher rates of pay. However, since higher production norms are demanded, calculations made showed the net result to be lower pay. These alterations caused much resentment among workers, who openly criticized the new rates of pay and work norms.
4. In order to calm the men, the directors of the Gdynia Repair Shipyard called a mass meeting after working hours on 1 August 1953. The workers tried to boycott the meeting, so the directors ordered the shipyard gates to be closed before work stopped, also not to allow anyone to leave the yard before the end of the meeting. The workers manhandled the guards and left the shipyard in a body. Of the 1,150 manual workers employed at the yard, only some 30 or 40 men attended the meeting.
5. During the month of August, the reduced pay was lower still because the production norms were not fulfilled. This was not the fault of the workers but was due to lack of raw materials, such as structural steel, non-ferrous metals, cable and electrical

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- 2 -

installations. Furthermore, the workshops which provide various spare parts for engines did not carry out even the most urgent orders in time, thus prolonging the time required for refitting ships, sometimes by several weeks.

6. Although the yard is short of a great many materials, its slender supplies are often shared with other places of work. On 2 and 3 September 1953, two representatives of a Warsaw factory making refrigeration installations for export, called at the shipyard with an order from the ministry, to look for structural iron, pipes, joints for pipes, thin sheets of iron and rivets, all in various sizes. They took some of the materials they needed from the shipyard; the remainder they were to obtain from the United Shipyard in Gdansk (Danzig).
7. The additional reduction of pay has caused approximately 30 percent of the manual and clerical workers to "escape". In order to save the situation, the authorities brought in a number of graduates from the Technical School to the shipyard and also a considerable number of completely unskilled workers. The fact that workers had been given notice made it much easier for the manual workers to get out of their jobs. The clerical workers who wished to change their jobs had to rely on whatever influence they could exert on persons with whom the decision lay.
8. The reduction in numbers of the workers caused a complete breakdown in the production plan. In order to save the plan, the shipyard director ordered an extra three hours work per day. This order was not obeyed. At the end of their normal working day, the men simply left the yard. Seeing that his order had been ignored, the director drew up a timetable in which he specified dates by which various jobs are to be completed by individual departments of the shipyard. When circulating this timetable he stressed that if these dates were not adhered to, those responsible for their fulfillment would be accused of economic sabotage.

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